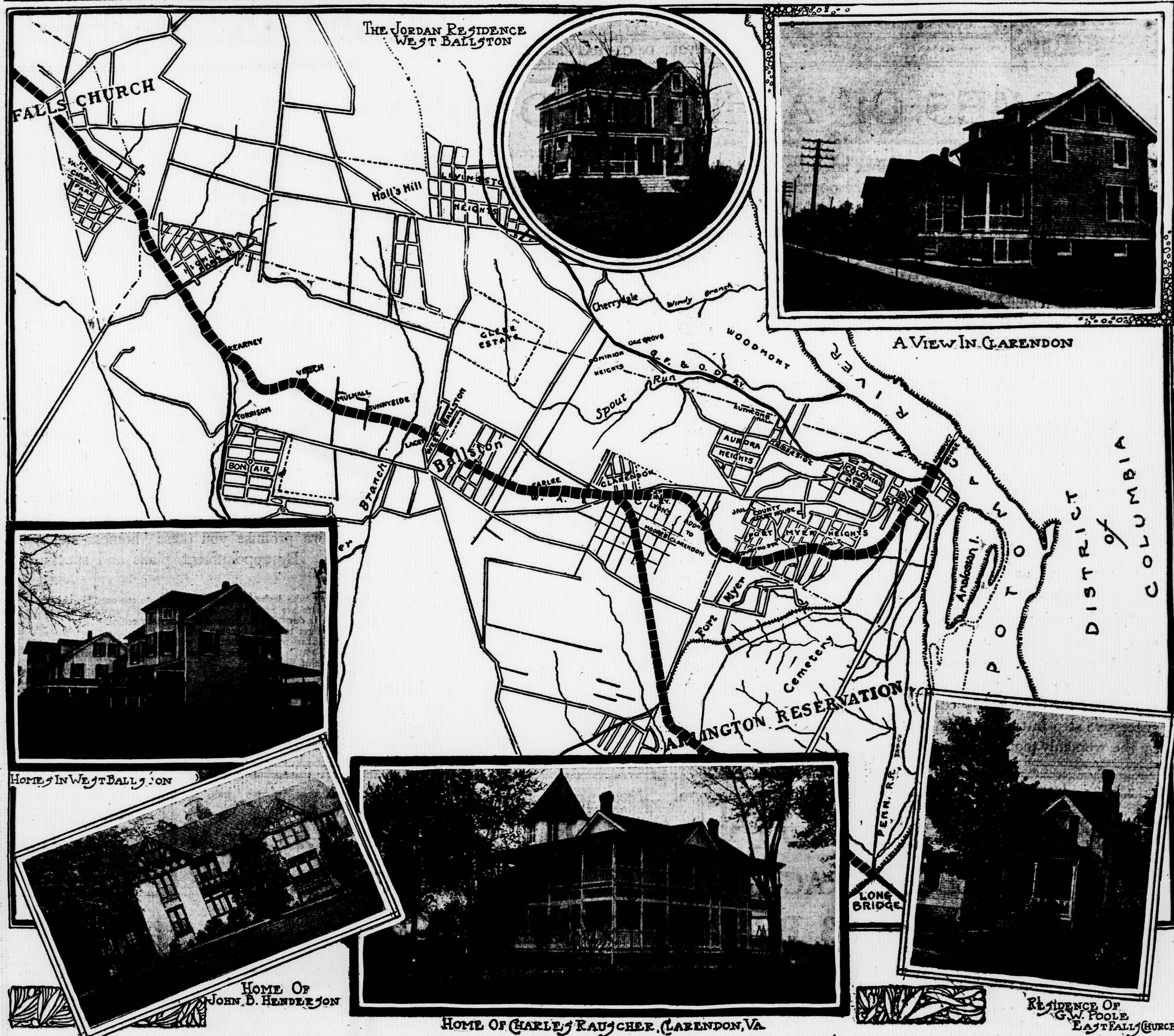


CURRENT HAPPENINGS IN THE REALTY MARKET



MAJ. L'ENFANT'S SCHEME BEGINS TO BE APPRECIATED

As Now Being Carried Out Makes for Best Conditions of Sanitary and Wholesome Living.

The reflection that is commonly suggested by the recent tribute paid to L'Enfant, the French engineer, and in fact has generally found expression in connection with the accounts of the removal of his remains from an unmarked grave to a prominent place in the national cemetery at Arlington, is the tardy public recognition of the man and his work. As has been commonly emphasized, such a tribute comes after he has rested in an unnamed grave for some eighty-four years.

The dates made a strong prima facie case of ingratitude and neglect, but this is largely a superficial view, when it is considered for what L'Enfant is honored at this day. The demonstration that has taken place, and which assumed the proportions of a national tribute, was entirely to the memory of a man who is the author of the plan of the city of Washington.

Only in Recent Years.

It is also well known that it has only been in comparatively recent years, certainly not farther back than twenty-five years, that there has been any general appreciation of the artistic merits of the plan and its contribution to sanitary and social living. That which in this country has sprung up in this country, or rather has been developed, the movement toward the beautification of cities by adding to the park space, and also toward making the living places of the people more whole-

Before that time less attention was paid to parks in cities where the babies, more especially, could have access to the abundance of light and air. The architecture of buildings and the appearance of the streets was a matter of unimportance. The formal rectangular arrangement of the streets, with their narrow widths and uninviting ex-

teriors of buildings, were the general characteristics of the American city.

The Modern Movement.

During the past quarter of a century, however, public attention has become aroused to the fact that the daily surroundings of one's life has an influence of consequence on that life, with the result that the parks and open places made in cities for parks and open places where none have before existed, and in some cities a scheme of artistic treatment of the approaches has been made, and the result is that the parks are the playground movement, the one in favor of improving the sanitary condition of dwellings.

It is the sentiment of the people of this country has changed in this respect, and what was before looked upon as a waste of money, is now considered as assumed such proportions that cities are willing to add to their bonded indebtedness to provide the parks and to provide the effects of the original plan, and to provide parks, which are now recognized as a part of the city's health, but also for the gratification of the sense of beauty on the part of the people.

The unanimity with which this belated tribute has been yielded to the genius of the man who devised such an original and beautiful as well as practical plan for a city, shows that its merits are generally appreciated, and that after years of ridicule and neglect the plan of the city of Washington has at last come to the place which it had from the first in the mind of the designer.

Pennsylvania Avenue Property.
During the last week announcement was made of a sale of property on Pennsylvania avenue. As there is to be no immediate use made of the purchase, the transaction has not the significance it would possess of the preliminary step to carrying out a plan of improvement. The location is on the north side of the

The last transaction in avenue property involved holdings on the south side of the square to the west on the south side, and comprised the various pieces in the entire western half of the square between Pennsylvania avenue, D, 13th and 13 1/2 streets. Interest was aroused by purchases of such extent and in a locality where it is not usual for property to change hands.

Large Railway Office Possible.
Since then the deeds have been placed on record transferring to P. B. Chase, proprietor of Chase's Theater, the entire line of purchases. There has been no authorized statement made of the intended uses of the property. It is said that it is to be used as a site for a theater, while it is also maintained that the purchase was made for investment.

It is further stated that the property was bought in the interest of the Southern Railway Company that is a large owner of property in the other half of the square, and that it is the purpose of that corporation to erect a building occupying the entire square, which will be monumental in character and in harmony with the architecture of the city. It is further stated in furtherance of the scheme for placing the buildings for the uses of the government on the south side of Pennsylvania avenue from 15th street east.

Price Paid Not Known.
The essential detail of the transactions in the railway office square, the price paid for the various pieces of property, has not been made known authoritatively.

The reason why the interest in what was paid is greater just now than usual is because of the bearing it is supposed to have upon the value of the property, which is now being made by a commission of the tier of squares along 16th street from Madison avenue to the city hall. The condemnation proceedings on the part of the government are in progress, and a good deal of testimony has been heard as to the value of the property.

As usual, when property values are being determined, the testimony of those who are supposed to have expert knowledge on the subject has been approved or disapproved by the jury. It is, of course, recognized that when the property is taken by condemnation a certain amount of damage is done to the owner, added to the estimated market value of the property as compensation to the owner or for benefit to the public.

This difference is said to be

Difference of Opinion.

But even with such an allowance, the estimates made by a number of the witnesses have not been satisfactory to many who are discussing the matter. In fact, as the rules for determining the

value of realty are general in their terms, or rather there are so many elements that change the conditions surrounding different pieces of property, it is difficult to apply the rules that exist, and in consequence there is always a great diversity as to any assessment.

It is natural for the property owners to want to get as much for their property as they can, and it is also the duty, as well as the desire of the members of the commission, to protect the interests of both parties—both the sellers and the buyer.

Near Connecticut Avenue Bridge.

The large building site at the intersection of the streets on the north side of the Connecticut avenue and the street railway bridges is to be improved by the erection of a residence. In the color of the materials used the new structure will be in harmony with the two houses recently built, and which front on the

The house will have three stories, and in its general design will suggest the east side of Connecticut avenue at the entrance of the bridge from the north. The vacant ground to the north of these houses and having a frontage of 100 feet on Connecticut avenue and on Oliver street, is to be improved by Franklin T. Sanner and William A. Hill by the erection of a house which will have such an amuse- ment frontage as to permit the main entrance door and the hall to be in the center of the house, with rooms opening from it on both sides.

Property Changes Hands.
Moore & Hill, Incorporated, have made the following recent sales: For W. W. Chiswell and Harry A. Kite, 307 I street

northeast, for \$3,500.

For Jolin M. Henderson, the apartment building on the northeast corner of 21st and Park streets, to a local purchaser as an investment.

For Mrs. Cora Le Mot, 2000 North Capitol building, Bloomingdale. The purchaser will occupy this property as a residence.

For Dr. W. Sinclair Bowen, his former residence, on 16th street, northwest, owned by Scott C. Cramer. The purchaser is a local physician, who will occupy the property in the near future.

For Edward J. Jarell, 215-217 G Street northwest, two three-story brick dwellings which were purchased as an investment.

For Thomas E. Jarell the two-family apartment building, 115-1154 10th street northwest.

For Charles W. King, Jr. one of the new dwellings now being erected on Park street, 15th street, northwest.

To W. G. Dixon, the three-story brick dwelling, 1833 5th street northwest.

To H. Hill and J. E. Lewis, the first of the new houses being completed corner 21st and E streets northeast. The sales were made to the latter party.

Moore & Hill have sold for D. W. Lewis several lots on Sherman avenue, near Park street, northwest.

For the purchaser, who will build on same,

GROWING SUBURBAN SECTION ALONG FALLS CHURCH ROAD

Settlements Spreading Since Establishment and Improvements of Transportation -- Residential Section With Industrial Facilities

The circumference of a circle, having the White House as a center of a radius of two miles, sweeps through Rosslyn on the Virginia side of Aqueduct bridge, and then along the northern end of the new bridge across Rock creek at Connecticut avenue, and through Harvard street in Columbia Heights, and also just south of the filtration plant at 1st street northwest.

There are now two trolley lines running out from Rosslyn through the fields and woods of Alexandria county. One of these lines passes more to the north, while the other trends toward the west. It is to conditions along the latter line that particular attention is called at this time.

It was not so long ago that a trip on the Falls Church trolley was attended perhaps not with danger, but at any rate with considerable discomfort and loss of time. Nowadays one approaches the starting point of the line on the Virginia side of the Aqueduct bridge to find an orderly terminus, all the old litter cleared away and, what is perhaps more generally appreciated, comfortable cars of modern type.

On to Falls Church.

This is really the starting point of two branch lines. One car will take the traveler up the heights to the cavalry post of Fort Myer, and through the extensive grounds to the south, where is the other line of the road, one that enters the city over the Highway bridge and finally lands the passengers at Pennsylvania avenue and 12th street. But for the time being, the car to the Virginia side of the Potomac does not wish to visit the military post or to take a pleasure ride from Georgetown through Alexandria county to Pennsylvania avenue, and the car called "On to the Falls Church car," and is soon mounting the heights which form a

continuation of the rim of hills that encircles the city.

Fort Myer, like everything else in and about Washington that can be affected by an increase in the population, has grown of late years. One can hardly recall the appearance of the post from what it was a few years back.

As a Commercial Center.

As the car leaves the terminus near the bridge it is easy to see that the surroundings are similar to those on the other side of the river in Georgetown where the water front is given over to business. Rosslyn is essentially such a center, and its characteristics have been increased by the Pennsylvania railroad making it a freight terminal for a large portion of the business that comes over its lines to this city. There is a bank there, and other business concerns. The commercial importance of the area appears to be increasing.

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12th street meets the Aqueduct bridge line. In that way it happens that Clarendon is a railroad center.

A building for the use of the Masons is to be known as Masonic Hall, is going up to say nothing of a number of new houses. The dignity of an addition to the town may also be placed among the achievements of this enterprising center, as enumerated by W. G. Conna, who makes it his business there to sell homes or sites for homes. The addition is the subdivision just opened by Peter Latner, consisting of about thirty acres.

Within a Few Miles of White House.
From this point the White House is distant about three miles. Less than a mile farther on is Ballston, where a large number of new houses are being built. Among the public improvements of the place is a hall that has just been erected by the Knights of Pythias.

A short distance to the west one comes to Lacey, where the building for the sub-power station of the trolley road is located. Car barns of the company are being built here. One sees a number of comfortable homes and quite envies the luxury of plenty of space and large lawns which one sees about the houses.

Homes With Lawns.

At Fosterla, the steam railroad that connects this city with Leesburg and Blumont begins to parallel the trolley. The lines run almost side by side from

At both places are to be seen clusters of homes which people have built, so that they can enjoy the greater abundance of light and air to be found in the country.

Then come East End or East Falls Church and Falls Church proper and West Falls Church, making a large suburban center, in fact one of the largest at that distance, some eight miles from the city, or about the same from the White House as Forest Glen.

Still farther along are to be found the settlements of Robey, Dunn Loring, Vienna and the city of Alexandria. The latter is situated eighteen miles from the city and the end of the trolley line. In respect to distance from the center of the city, the communication correspond with the trolley to Rockville and the one to Laurel.

Due to the Trolley.

The time was when it was only means of communication between the section and the city was by the steam rail. It was through this agency that several places between Clarendon and Falls Church as well as beyond that place were built up. But the new life that is everywhere visible in the city has made the trolley the trolley, and especially since its rejuvenation.